



Volume 5, Issue 3

Arnold Schwarzenegger, Governor
Sunne Wright McPeak, Secretary of Business, Transportation and Housing Agency
Tony V. Harris, Acting Director

MARCH 2004

Caltrans Highways: Where Hollywood's Celluloid Fantasies Meet the Road

By David Anderson
HQ Public Affairs

Nick Pulovski is a tough, veteran cop with a history of training new partners who end up dead – like the man who's slumped over in the front seat of Nick's car. The two were assigned to crack a car theft ring and have been chasing a couple of low-lifes fleeing San Jose in a tractor-trailer loaded with stolen Maserattis and Ferraris.

Pulovski is closing fast, when the thieves panic and suddenly begin dropping vehicles off the rear of the trailer onto the pavement of I-680. The lawman swerves several times to avoid crashing or hitting flying debris, but his pace has slowed considerably, and the trailer disappears into the night.

But not everything is as it appears. A nearby camera crew applauds, the stunt men emerge from their vehicles, and Clint Eastwood, the soft-spoken director of the scene just filmed for the 1991 action-drama "The Rookie," says matter-of-factly, "Great. That's a take. Everybody OK?"

"As I was watching the chase unfold, I thought about how much money those cars were worth, and they're being turned into wreckage," recalled Thomas Franklin, the District 4 Senior Transportation Engineer who issued Eastwood the filming permit.

Franklin learned later that although the luxury cars looked authentic, even they were illusions. The exteriors gleamed, but



Actors Mel Gibson and James Garner confer during filming for "Maverick," which was produced near Highway 136 in Death Valley. The movie is one of many to be produced on or near Caltrans properties.

internally they had the parts and engines of an economy rent-a-car. One evening during the 16 nights of filming, a rumor circulated around the set that an unscrupulous crewmember had been fired for trying to sell one of the so-called dream cars to a local resident for \$40,000.

Ray Baghshomali, who served as Caltrans' Statewide Film Coordinator from 1990 to 1999, says about 1,200 permits are issued (in cooperation with the

California Film Commission) each year for movies, TV shows and commercials that are filmed completely or partially on or near one of the Department's "celluloid highways." (The next time you watch "Terminator 2," look for Ray's name in the credits. The film's producers thanked him and Caltrans for assistance.)

Remember the spectacular sequence in "Speed" where a city bus jumps across a huge gap separating two sections of a freeway? This famous scene was filmed on a section of the unfinished Century Freeway (I-105), right next to Los Angeles International Airport. And, by the way, there wasn't a chasm dividing the freeway. Aerial footage was taken of the area, and then part of the freeway was digitally removed to create the illusion of empty space.

But, the flying bus stunt was no fake.

"A huge bus, speeding down the highway, vaulted off a specially built ramp,

high into the air, and when it landed on its rear, the engine exploded with incredible force," Baghshomali said. "End of bus. I think they used about ten different buses during that movie."

Filming on "Speed" continued daily for about a month in the fall of 1993 and barely finished two days before the official grand opening of I-105.

Highways

continued on page 3

California Performance Review, Making the State More Efficient

DIRECTOR'S CORNER



Acting Director Tony V. Harris

After nearly four years of outstanding service to Caltrans and to transportation in general, Director Jeff Morales has left the Department. During his tenure, he made Caltrans a better place.

As a result of his efforts, the Department implemented the largest construction program ever on the State Highway System, built the most successful state-supported passenger rail system in the country and got the San Francisco-Oakland Bay Bridge moving forward.

We all salute Jeff, and wish him well.

Now, we face a time of change and new challenges. Change can be a powerful force. So, I call on you in the coming weeks and months to work together to use that force to make possibilities into realities.

Within a few months, perhaps even in a matter of weeks, all of state government is likely to see significant changes in the way it does business.

That's because Gov. Arnold Schwarzenegger last month took steps to create the California Performance Review (CPR), which is intended to make our government more efficient and responsive to the public.

The CPR is an exciting development. It makes clear that the Governor recognizes the value of state employees and the functions they perform. He has reached out to state employees and asked for their ideas and their help in transforming state government.

And Caltrans will play an important role. About a dozen of our employees will be involved in the CPR, offering up their best ideas to make the Department (and all of state government) operate more efficiently.

They will be part of approximately 150 state employees who will be divided into teams representing functional areas, and they will take a broad look at all of state government. Based on their examinations and assessments, the CPR will recommend practical changes that will reduce costs and increase productivity throughout state government.

The teams will look specifically at a number of areas:

- *Information technology*
- *Performance-based budgeting*
- *Personnel management*
- *Acquisition and procurement*
- *Customer service*
- *Health and human services*
- *Education, training and volunteerism*
- *Public Safety*
- *Infrastructure (including transportation)*
- *Resources and environmental protection*
- *The state business climate*
- *General government*
- *Intergovernmental relations*
- *Job retention and business development*

Caltrans is in a period of transition. Our mission, and our job, is to improve mobility across California, and we need to focus on that reality as we move the Department ahead this year.

As a result, Caltrans is proceeding along a parallel path with the CPR. We are putting together an Expert Review Panel that not only will examine policies and practices and improve the Department's efficiency, but will create a better transportation system!

In fact, the review panel will look at a number of issues, including the Department's mission, its core program and its products. The panel will attempt to assess the Department's performance, taking a look at our measures for success, along with our benchmarks, goals and best practices. We will submit a draft report by March 31.

Employees are the key element in the CPR's success. You are ones who meet the public daily, and whose innovations over the years have kept the Department on the cutting edge. With your practical suggestions and insights, we can make this initiative a great success.

You'll read more about the initiative in later editions of the CT News.

In the meantime I encourage employees to submit any ideas that they think will help improve the Department. Send ideas to Director's_Office@dot.ca.gov.

CTF Memorial Fund for Michael Feliciano

In cooperation with Caltrans, the California Transportation Foundation (CTF) has set up a memorial fund for District 5 Maintenance Lead Worker Michael Feliciano, who died Feb. 25 in an accident on Highway 101 near Chualar in Monterey County.

Feliciano, 55, of Salinas, died after an errant driver crossed the highway median and slammed into the truck Feliciano was driving. He crew was returning to the maintenance yard after closing a lane due to storm flooding. He is the 159th Caltrans worker to be killed in the line of duty since 1924 when the Department began keeping fatality records. He had worked 11 years for Caltrans.

Crew member Tharon Franklin also suffered minor injuries in the accident. He was taken for treatment to a nearby hospital and released the same evening.

"Words are always inadequate at a moment such as this," said Acting Director Tony V. Harris. "We offer our heartfelt sympathy and support to the Feliciano family."

Contributions may be made out to: "CTF Worker Memorial Fund," designated "Feliciano" and mailed to: CTF, PO Box 163453, Sacramento, CA 95816. Donations are tax deductible.

Highways

continued from page 1

Over the years, District 11 Permit Writer Jake Martinez has worked closely with the entertainment industry and local, state and federal officials to find locations and coordinate filming in San Diego and Imperial counties. In fact, last year the California On Location Awards honored Martinez as State Employee of the Year.

In July 2000, Martinez was at work on the set of "Traffic," the critically acclaimed film about drug smuggling. Several scenes involving Catherine Zeta-Jones and Michael Douglas were scheduled to be shot that day at the U.S. border crossing station at the Mexican border. All day long, at the same time a movie scene was being shot, real drug busts involving some dangerous and unsavory characters would be taking place a few feet away. "It was surreal, watching this unfold, side-by-side," Martinez said. "Frankly, I was concerned about everyone's safety."

Because of its remoteness, District 9 is sometimes thought of as "California's Outback." However, the unusual geography and wide-open spaces also make it very attractive to Hollywood's filmmakers. An area just north of the junction of Highways 395 and 190 stood in for Libya in Demi Moore's military flick, "GI Jane." Nicholas Cage's "Gone in 60 Seconds" was shot in part on Highway 395 in Independence. Two "Star Trek" movies and two episodes of "Star Trek: Voyager" were partially filmed in the District.

Inyo County Film Commissioner Chris Langley remembers the opening scene in "Maverick," which was filmed on a dry lake near Highway 136, the Death Valley Highway.

"In the picture's first scene, Mel Gibson is on a horse, about to be hanged. Suddenly an imaginary lightning bolt shoots out of the sky, slices the rope around his neck, and he tumbles off his horse onto the ground – right between two menacing rattlesnakes. Unfortunately, the mechanical snakes weren't weaving as they should have, so Mel climbed back into the saddle to re-shoot the scene. He took another tumble, and the snakes failed again. And again. And again. And again. He had to fall off that horse 12 times before the snakes cooperated."



Technicians work with mechanical snakes in the movie "Maverick." Up to 1,200 permits are issued each year for filming on Caltrans right of way.

Another movie that caused quite a stir in the Bay Area was Brendan Fraser's lighthearted comedy "George of the Jungle." In the film, a wayward parachutist veers off course and becomes entangled in the upper reaches of the Department's San Francisco-Oakland Bay Bridge. George (Fraser) climbs hundreds of feet to the top of one of the bridge's towers, then swings out over the bay on a rope to rescue the parachutist. Unfortunately, thousands of office workers in skyscrapers in downtown San Francisco thought the event was real, and flooded the 9-1-1 system with calls.

Sometimes, however, Hollywood doesn't need to ask our permission to use a freeway – they just build one of their own.

The makers of "The Matrix Reloaded" originally wanted to close a section of I-880 in Oakland for a spectacular 14-minute high-speed chase. However, they wanted the freeway to have a sense of doom about it, which, not surprisingly, our designers try to avoid. The solution

was a tad unconventional: they built their own mile and a half-long freeway on an old airplane runway at the former Alameda Naval Air Station. It was six lanes across, with an overpass and 16-foot-high plywood walls that looked like concrete

It took three months and millions of dollars to film this ultimate chase scene. When it was done, the freeway set was pulled apart, leaving behind tons of pristine timber and plywood. Rather than scrapping it, Peter Novak, location manager for "Reloaded," arranged for the lumber to be sent to Mexico, where it was used in the construction of 100 low-income family homes. The California Film Commission recognized Novak's thoughtful resourcefulness, presenting him with a Humanitarian Award at their 7th Annual California On Location Awards.

Here are links to a couple of films mentioned in this article:

<http://www.norcalmovies.com/GeorgeOfTheJungle/BayBridge/>

<http://www.norcalmovies.com/TheMatrixReloaded/> Here's the state-by-state link which contains interesting information and pictures on movie locations:

<http://www.usa-movies.com/States/>



For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to the Caltrans:

Public Affairs Office
1120 N Street, Room 1200
Mail Stop 49
Sacramento, CA 95814
(916) 653-5456
(916) 653-4086 (TTY) or CRS - 711



Caltrans Unearths 19th Century Kindergarten

By Jeffrey Weiss

District 4 Public Information Officer

Small items, resting deeply and unnoticed in the dark earth, can sometimes help to shine a powerful light onto the long-forgotten world of California's past.

Such was the case recently when archaeologists from Sonoma State University peeled back layers of soil underneath Interstate 80 in San Francisco. The scientists recovered a well-preserved ceramic mug inscribed with the words, "Merit Rewarded."

The mug, which once fit so easily – and mundanely – into the hands of an unknown student, has now become a link to the past, a remnant of the historically significant Silver Street Kindergarten, a tuition-free school built on the site in 1878.



And it recalls a school ritual that many pupils would understand today. "A mug of hot chocolate was often given to students for their accomplishments," said Janet Pape, Caltrans District 4 Senior Archaeologist who provided oversight for the study.

Kate Douglas (later Wiggin), who became famous for her children's book, "Rebecca of Sunnybrook Farm," ran the school and originally achieved fame as one of San Francisco's late 19th century social and educational reformers.

The excavation of the site where Douglas' school sat would not have happened if not for the project to replace the West Approach to the Bay Bridge, an elevated section of concrete freeway that carries traffic to and from the Bay Bridge.

Prior to breaking ground on the project, Caltrans commissioned Sonoma State University to conduct an historical and archaeological study of the area.

The "dig" found information about residents and buildings occupying the Rincon Hill area in the late 19th century. The upper- and working class neighborhood became known for the Silver Street Kindergarten, the first free kindergarten west of the Rocky Mountains.

In 1878, Douglas established the kindergarten between 2nd and 3rd streets on Silver Street, later renamed Stillman Street. The street still exists, a few feet south of the freeway.

Although Douglas's kindergarten was the first of its kind in San Francisco, the idea quickly caught on, as other social reformers opened schools throughout the city.

The kindergarten was a large two-story Victorian. However, it suffered the fate of many other wood framed buildings in San Francisco: it burned to the ground in the fires that swept the city after the 1906 earthquake.

A photo shows the school bursting with children, many sitting on the front steps, others mugging for the camera from the windows. The photo illustrates the social implications of the kindergarten and the enormous role it must have played in the neighborhood.

At the time, education in San Francisco was seen as a right of passage for the wealthy and as out of reach for the less fortunate. Widening the educational divide was unemployment, which ran rampant throughout San Francisco in the late 1870s and into the next century. Wages dropped from \$20 dollars a day to \$2 in less than 20 years, expanding the number of working poor.

Kate Douglas and other reformers hoped the free kindergartens would provide education and structure for children who could not otherwise afford to attend school.

Parents were grateful that their children were placed in a safe, constructive environment. But the school provided other benefits as well. "They loved it because the school fed the children," said Pape, "at a time when money was scarce."



To prepare for work on the Bay Bridge, Caltrans excavated the site of the Silver Street Kindergarten, the first free kindergarten west of the Rocky Mountains.

Before starting the school, Douglas traveled to Los Angeles to learn about the Froebel teaching method, a precursor to the Montessori system that integrates teaching with the principles of play.

"The school and its teaching methods became so popular that educators came to San Francisco to study the teaching methods," said Pape. In fact, the Silver Street Kindergarten became so popular that at times visiting teachers outnumbered the students.

In 1880, Douglas recruited and trained her sister, Helen Archibald Smith, to become the school principal, while she concentrated on training new teachers and writing articles. The next year she married her childhood sweetheart, Samuel B.

Interstate 15 Managed Lanes Add Capacity, Flexibility in San Diego

By Steve Saville
D-11 Public Affairs

San Diego has long been a hotbed of transportation innovation, and last fall the state broke ground on a landmark freeway improvement project that promises to change the face of travel along a heavily congested portion of Interstate 15.

Caltrans (District 11, San Diego) began construction in November on the first of three segments of the I-15 Managed Lanes Project. The project will be the first of its kind in the state to feature reversible freeway lanes within the freeway median that already exists between Highway 163 in the south and Highway 78 in the north.

"It will be similar to what we have out there now with the I-15 Express Lanes, only on a much grander scale," said District 11 Director Pedro Orso-Delgado. "The Managed Lanes Project is unique in providing the flexibility of reversible lanes for directional traffic flow and integrating with other key improvements to make the most of alternate modes of transportation, like transit, carpooling and vanpooling."

The estimated cost for all three segments of the project is about \$755 million. Orso-Delgado believes it will be money well spent, considering that traffic forecasts predict that the average number of vehicles using the corridor will jump from the current 280,000 a day to 380,000 a day during the next 18 years. That computes to future traffic delays of two hours or more if no freeway improvements are constructed.

The I-15 Managed Lane Project's middle segment is the only portion to have banked funds thus far. This \$375 million segment is expected to open to traffic in 2007. It is arguably the most important of the three segments, stretching from just

south of Highway 56 in the south to Centre City Parkway in the north. Much of today's traffic congestion on this corridor occurs daily along this stretch of the freeway.

The I-15 Managed Lanes Project's south segment, between Highways 163 and 56, and the north segment, from Centre City Parkway to Highway 78 in Escondido, will be constructed as funds become available.



Above is an artist's conception of the I-15 Managed Lanes, including the yet-to-be-built direct access bus ramps to bus centers and commuter lots.



The Managed Lanes Project will construct four lanes in the freeway median. Movable barriers, similar to those on the San Diego-Coronado Bridge, will help configure the lanes to accommodate the direction of commute traffic.

In other words, the moveable barriers can provide the extra capacity of

three lanes southbound and one lane northbound for the morning commute, and then reversed in the afternoon. The barriers can also reconfigure the lanes in case of special events or emergencies.

"The managed lanes are in addition to the lanes that already exist, so we are adding much-needed freeway capacity and congestion relief along this corridor," said Project Director Bill Valle.

He added that the managed lanes will be available for use by commuters in carpools, vanpools and buses, and for single drivers who pay a fee. They will be separated from the regular freeway lanes by a fixed concrete barrier, with access points every two to three miles.

Design Managers Marcelo Peinado and Chris Thomas and their teams are responsible for putting these ideas on paper, according to Valle.

Valle pointed out that transit is a key component of the I-15 Managed Lanes Project. He said that Bus Rapid Transit Centers are planned adjacent to the freeway in Mira Mesa, Sabre Springs, Rancho Bernardo and near the North County

Faire shopping center in Escondido. These stations will have Park & Ride Lots for ridesharing commuters, and will connect to the managed lanes by direct-access ramps. These ramps allow buses, carpools and vanpools to quickly bypass freeway on-ramps.

"The I-15 Managed Lanes will provide some congestion relief, but the future of their success rests with a change in behavior for commuters. All of us need to consider alternate modes of transportation," Valle said. "We have worked very

Payroll Deduction Plan to Aid Transit Commuters

Beginning this month, the Department will begin a new payroll deduction plan that allows Sacramento area employees to purchase transit passes more easily. If it proves to be successful, the program will be expanded into a permanent program statewide and could serve as a model for other state agencies.

Caltrans already has a similar payroll deduction option for employees to pay specified parking fees. In hopes of making public transportation a more practical option, the Department will start the one-year transit pass demonstration program during the March pay period.

Participating operators include El Dorado Transit, Folsom Stage Lines, Roseville Transit, Sacramento Regional Transit, YoloBus, and Yuba-Sutter Transit.

The program not only provides a convenient option for those interested in using transit, but also amounts to a "pre-tax exemption." A user's transit fee will be deducted from his or her gross salary prior to any state or federal taxes – reducing the user's taxable income. Once enrolled, a user must continue with the



A new payroll deduction plan will allow employees to use transit more conveniently. Endorsing the plan are Jeff Morales, upper left; Toni Clayborne, the program's coordinator, seated right; and Peter Steinert, chief of Transit Outreach and Enhancements, far right.

program for at least a year.

The Division of Mass Transportation (DMT) surveyed Sacramento-area employees during the July transit ticket sale period. "Two-thirds of those we talked to expressed an interest in a payroll deduction option if it were offered," said Peter Steinert, DMT's chief of Transit Outreach and Enhancements.

The program, which required significant coordination between Caltrans and the State Controller's Office, is expected to save time, commuter stress and paper work.

The commuter rates for various agencies list above are: Sacramento, \$15; El Dorado, \$43; Folsom, \$43; Roseville, \$30; YoloBus, \$20; and Yuba-Sutter, \$35.

Sacramento area employees may enroll by submitting an Employee Enrollment Request form to Toni Clayborne, Transit Pass Payroll Deduction Program Coordinator, DMT, 1120 N Street, Mail Stop #39, Sacramento, 95814. They may also call Toni at (916) 654-8347.

Reminder: Awards Deadline - March 12th

Purcell, Roberts, Moskowitz Awards
Contact: Janis DeVerter at 916-653-8879

Caltrans Befriends Oakland Zoo, Saves Money in the Deal

In recent years, Caltrans has won awards and national acknowledgment for its "Greening of the Fleet" and other environmentally friendly initiatives. However, a District 4 maintenance crew's bright idea has given a new meaning to "green," while helping out some hungry animals at Oakland's Oak Knoll Zoo.

As part of its normal work schedule, Crew 711 (Seminary Landscape) trims Acacia trees along Interstate 580 through Oakland and San Leandro. Rather than hauling the trimmings to the dump, the crew takes them to the zoo to augment the diets of various animals, including bison, camels, zebras and elephants.

The refuse normally would be taken to the Davis Street Landfill Transfer Station to be included in the District's



mulching program, at a cost to the Department of approximately \$4,000 every three months.

But Supervisor Floyd Hicks had a better idea.

When the Acacia trees are scheduled for trimming, Hicks contacts the zoo and lets the staff know that a load is on its way, and, in most cases, delivers the tasty edibles directly to anxious animal diners.

The cross-species symbiosis allows the zoo to feed the animals for less, and reduces Caltrans' cost for disposing of the trimmings.

Moreover, it helps the community's image of Caltrans. Zoo patrons get a chance not only to view exotic animals, but also can see the Department providing a productive service in the East Bay.

'Hats Off' to Caltrans Employees

Christmas Day! Thoughts of a wonderful dinner, surrounded by my son Clay, my daughter Mel and her husband Matt, and my adorable grandchildren, Garrett and Lauren. My son Clay was driving his 1998 Audi "four-wheel drive" as he pointed out, should most likely mean we would not need snow chains.

Comfortable in our secure auto, we talked of Christmases past, dinners eaten and presents presented. We were leaving the East Bay, heading to Donner Lake and Truckee. This was just before our best-laid plans began to fall apart.

Oh No! I can't believe this! What is the problem? Maybe an accident.

We had just gotten past the Carquinez Bridge on Highway 80, only to find traffic at a virtual standstill. My son then said we might want to consider a mountain road, which would put us coming into the back of Truckee.

From Highway 5, we turned onto Highway 20, which took us through Yuba City, Marysville and towards the infamous Donner Pass! As we climbed, we of course saw snow. A picturesque kind of snow, the kind that is seen on post cards saying Happy Holidays and Wish You Were Here.

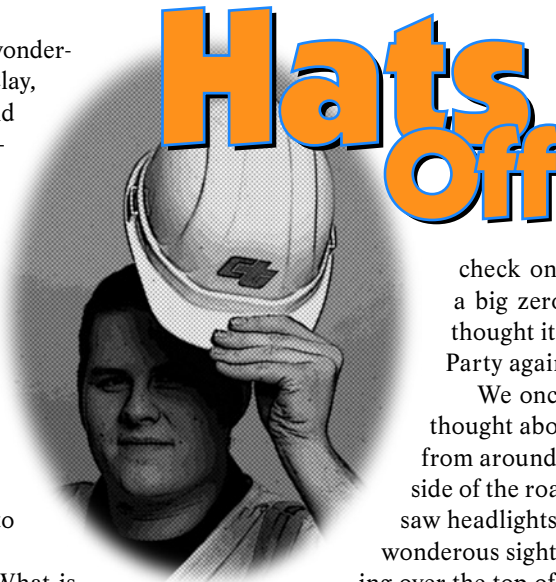
Then in what seemed like an instant, there was a lot of snow, the kind that completely blankets everything in sight, from the bottoms of the trees along side the road, to the trees very tips. Nothing but snow as far as we could see.

No cars, no Caltrans truck, no houses, shops, inns, gas stations. Nothing. Just about now, we began (for what was probably perverse reasons) to talk of the Donner Party. You know, thinking about what it must have been like to be stuck, trapped or otherwise stopped in such an area with no heat, food or other necessities.

This was on our minds as we crested a peak and began heading slowly down and around a curve in the road. But the curve just sort of came up to us, right into our faces. We slid right into a snow bank on the left side of the road!

Both of us said "Whoa" at the same time, but it didn't do a thing to halt the car. Wham! Right into the snow bank. Hood half covered with snow. We both tried our cell phones to call for help, but neither phone worked at that range.

Then, true to his competent self, Clay jumped out of the car saying something about digging us out. Alas, a shovel, a pick, nothing of the sort was to be found in the car. We even tried improvising with cans and plastic jars cut to form scrapers, but these all were no match for what had now turned to solid ice surrounding the entire front of the car.



We were by this time, really, really cold, and headed for the inside warmth of the car, which luckily was still running. We discussed letting the car run in the hopes it would melt the snow which imprisoned us.

In and out of the car several times to check on this or that theory yielded pretty much a big zero. In discussing this later, neither of us thought it was appropriate to mention the Donner Party again.

We once again got out of the car as my son now thought about searching for sticks to "chunk" the ice from around the car. As he began scouting around the side of the road, we distinctly heard an engine and then saw headlights rounding the bank. We then saw a truly wonderful sight: a very large truck, towing a trailer cresting over the top of the road!

It turns out the truck driver (which we still find just beyond belief) was an on-vacation Caltrans employee, Russell Cox. Russell just exuded confidence. He immediately knew exactly what to do and was right-off-the-bat, pretty cheerful about it. What a relief. Even before leaving his truck, Russell had positioned the truck so that its headlights shined directly onto our car. He then jumped out, and surveyed the situation. Then Russell revved the truck engine, maneuvered it in position, and then began backing up. Pop! Our car just simply glided out of that spot!

And if that wasn't enough, his wife Janeen said she and Russell would stay behind us to make sure we had no further trouble. We discussed routes and the possibility of staying at the next town which my son knew had a hot springs.

All thanks go to those wonderful people, Russell Cox and Janeen Davidson. They gave the truest holiday gift of all: kindness and unselfish help. We remain forever grateful.

Name Unavailable

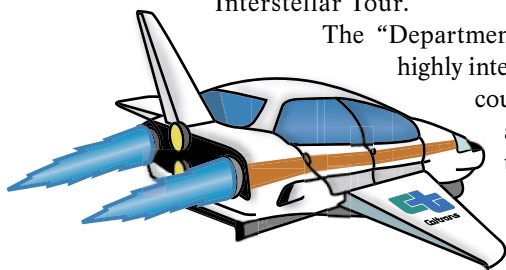
On behalf of the City of Mendota I want to commend Caltrans on the quality of employees working in the Mendota area. It is my pleasure to write this letter of appreciation regarding Fernando Serna for the fine job he is doing.

Mr. Serna and his crew are to be highly commended for the way they have worked side by side with City employees when the City was faced with a flooding emergency during the months of November and December. I am proud of the collaboration between Caltrans and the City to reach a quick resolution when flooding occurred.

Alfonso Sierras
Mayor, City of Mendota

The Division of Training Launches 'Interstellar Tour'

Have you ever wanted to pilot your own spaceship and visit distant constellations and stars? Now is your opportunity to travel through space while increasing your knowledge about the Department. The Division of Training has launched its new on-line training course, "The Department Overview - Interstellar Tour."



The "Department Overview" is a highly interactive, self-paced course, available to all employees on the Intranet at no cost. As you launch into the Overview, you

will "pilot" a spaceship and chart your course to various constellations to learn about:

- The Department's One Vision/One Mission, Goals, and Values
- The Department's organizational and geographical structure
- Resources, processes, transportation modes, customers and stakeholders who have an interest in improving mobility across California
- Key events in California's transportation history

The course typically takes about two hours to complete.

The "Department Overview" is the first course to be offered in the Continuous Learning Program, which was developed to build core skills and competencies for rank and file employees in response to the training needs identified in the 2002 Employee Opinion Survey.

If you are ready for "lift-off" on your journey, visit the Division of Training's Intranet site at <http://admin.dot.ca.gov/tr/index.shtml> for more information about the course and the registration process.

Kindergarten

continued from page 4

Wiggin. The couple moved to New York in 1884, where Kate Douglas Wiggin earned fame and fortune by writing "Rebecca of Sunnybrook Farm" and other articles and stories.

The kindergarten continued to operate successfully under her sister's care, providing an opportunity for the less fortunate children of the area to receive an education, free meals and a place to go other than the shop fronts and side streets of San Francisco.

The 1906 earthquake and fire destroyed the original wood frame building.

DO YOU HAVE A SUGGESTION ON HOW TO IMPROVE STATE OPERATIONS? IF SO, YOU MAY BE ELIGIBLE FOR AN AWARD! CONTACT THE EMPLOYEE RECOGNITION PROGRAM AT (916) 227-9803 OR VISIT THE WEB SITE AT:

<http://admin.dot.ca.gov/hr/recognition/index.shtml>

Exams Schedule

The Caltrans Examination Office anticipates that the following examination bulletins will have a Final Filing date in March/April:

Research Analyst II (General) (Promo)
 Research Manager I (Economics) (Promo)
 Senior Transportation Electrical Engineer (Specialist) (Promo)
 Training Officer I (Promo)

The following examinations allow for continuous filing:

Caltrans Heavy Equipment Mechanic (Promo)
 Deputy Attorney III (Promo)
 Deputy Attorney IV (Promo)

The following examinations allow for continuous filing on the Internet:

Senior Environmental Planner (Promo)
 Senior Right of Way Agent (Promo)
 Senior Transportation Engineer, Caltrans (Promo)

Visit our Web site at www.dot.ca.gov/hq/jobs for open, promotional, CEA and MSDP examinations.

San Diego

continued from page 5

hard with the San Diego Association of Governments and the Metropolitan Transit Development Board on the various solutions to address all these transportation issues."

Commuters should consider transit, carpooling and vanpooling sooner than later, Valle said. Construction on this first and middle segment of the I-15 Managed Lanes could create some traffic delays, and using alternate modes of transportation during this time will make the best use of commuters' time and money.

Valle said the I-15 Managed Lanes Project represents an innovative approach to transportation. "This project will change the way we view conventional freeways and serve as a model for the rest of the state, and the nation."

CT News is a Production of the Caltrans External Affairs Division

Tony V. Harris, Acting Director

California Department of Transportation

Bimla Rhinehart

Acting Deputy Director for External Affairs

David Anderson

Public Affairs Office

Robert Connors

Public Affairs Office

Janis DeVerter

Public Affairs Office

Tamie McGowen

Public Affairs Office

John Robin Witt

Public Affairs Office

Ty Johnson

Office of Audio/Visual Communications